

Intimations.

KELLY & WALSH, LD.

NEW BOOKS.

CHINA UNDER THE SEARCH-LIGHT, by W. A. Carnaby ... \$ 3.50
 CHINA AND THE ALLIES, by A. H. SAVAGE-LANDON, 2 Vol., Illustrations and Maps ... 19.00
 MISSION PROBLEMS AND MISSION METHODS IN SOUTH CHINA ... 3.50
 SIR HARRY PARKES IN CHINA, Paper by Stanley Lane Poole ... 1.50
 Hongkong, 20th July, 1901.

OLD MATURED

JOHN WALKER WHISKEY,
 FROM THE FAMOUS
KILMARNOCK DISTILLERY.
 THE FAVOURITE WHISKY IN THE OLD COUNTRY.
 ASK FOR IT!

Hongkong, 22nd July, 1901.

A. CHEE & Co.

THE GREAT EMPORIUM FOR
 GLASSWARE, LAMPS, KITCHEN WARE,
 ELECTRO PLATED WARE.
 GREATEST VARIETY LOWEST PRICES.

Hongkong, 22nd July, 1901.

GENERAL DRAPERS.

WILLIAM POWELL, LTD.
 GENT'S OUTFITTERS.
 CORNER OF WYNDHAM STREET AND QUEEN'S ROAD.

ESSETS FLUID

VERSUS

PLAGUE.

What pure Carbolic Acid can do in
 three hours ESSETS FLUID does
 in nine minutes.

The microbe or bacillus of bubonic
 plague grows readily in artificial
 media and is destroyed by Essets
 Fluid.

Essets Fluid is superior in every
 way to pure Carbolic Acid.

Sole Agents:

WATKINS,
 LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

COTTAM & Co.

JUST ARRIVED.

THE FAVOURITE SUMMER COLLAR
 1 1/2 INCH "LEADER,"
 BATH GOWN,
 OVERLAND TRUNKS.

Hongkong, 20th July, 1901.

Co-day's

Advertisements.

NOTICE.

MR. C. E. WARREN begs to inform his
 numerous Customers that he will
 REMOVE his Office to more commodious
 Premises at WYNDHAM STREET (Opposite to
 the CLUB GERMANIA) on the 1st August next.
 Hongkong, 23rd July, 1901.

THE CHINA AND MANILA STEAM-
 SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
 THE Company's Steamship

"ESMERALDA,"
 Captain J. McGinty, will be despatched as
 above on THURSDAY, the 25th instant, at 5 P.M.
 This Steamer has Superior Accommodation
 for Passengers and is fitted with the Electric
 Light.

A Doctor is carried.
 For Freight or Passage, apply to
 SHERMAN, TOMES & Co.,
 General Managers.
 Hongkong, 23rd July, 1901.

NOTES ON SPEECHMAKING, by B. Mat-
 thews ... \$ 1.00
 BRASSEY'S NAVAL ANNUAL, 1901 ... 10.00
 LAIRD CLOWES NAVAL POCKET BOOK,
 1901 ... 3.00
 HORSES & STABLES, by Lieut. Gen. Sir
 F. Fitz Wygram Bart ... 2.25
 SMALL BOAT SAILING: an Explanation
 of the Management of Small Yachts,
 No. 1, by E. F. Knight ... 3.00
 [6900c]

B.—SUPERIOR PALE DRY,
 Good dinner wine, Green Seal
 Capsule ... \$10.50

C.—MANZANILLA, PALE
 NATURAL SHERRY, White
 Capsule ... 12.00

CC.—SUPERIOR OLD PALE
 DRY, NATURAL SHERRY, Red
 Seal Capsule ... 12.00

D.—VERY SUPERIOR OLD
 PALE DRY, choice old wine,
 White Seal Capsule ... 14.40

E.—EXTRA SUPERIOR OLD
 PALE DRY, very finest quality,
 Black Seal Capsule (Old
 Bottled) ... 20.40

B, C, and CC are excellent dinner
 Wines D and E are after-dinner
 Wines of a very Superior Vintage.
 ALL ARE GUARANTEED PURE XERES
 WINES.

We guarantee our Wines and Spirits
 to be genuine only when bought
 direct from us in the Colony or from
 our authorised Agents at the Coast
 Ports.

A. S. WATSON & CO., LIMITED,
 THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 23, 1901.

NOTES AND COMMENTS.

Death Traps.

In view of the loss of life that so frequently occurs in the event of a fire in the Colony, we think the Government would do well to consider some means of safeguarding the public in this respect. Take the ordinary type of Chinese house; it is about fifteen feet broad and from forty to sixty feet deep, with one staircase about three feet in width and boarded in with China pine match-boardings about the most inflammable material one could possibly find for such a purpose. The house may be as many as four stories in height and may or may not have an outlet to the roof, while there is seldom one to the rear, unless it be into a small backyard or lane and then this is usually only accessible from the main staircase.

In these houses it seldom happens that a fire takes place without the staircase being one of the first portions to take fire and this, from the very inflammable material used in its construction, burns fiercely and cuts off the inmates of the upper storeys from all escape, unless a trapdoor to the roof is in working order and they can get away by it. And one never sees a house fitted with an iron fire escape such as is in use at home, or with a block and pulley arrangement to work from a verandah or window. As for the Government fire escape, we believe that there are many of our narrow lanes and alleys into which it could not possibly be taken, and ordinary ladders would be too short to reach the upper storeys of the great majority of our newer houses.

Could not the Government, in considering the Building Regulations which are so much talked of, make some rules for the provision of some means of escape from a building in case of fire other than the main staircase? Were this done, we fancy that we should not have such a big list of fatal accidents at our fires. The matter is certainly one which is worthy of careful consideration.

REUTER'S TELEGRAMS.

DEATH OF MRS. KRUGER.

LONDON, July 21st.

Mr. Kruger, wife of the Ex-President of the late Transvaal Republic, has died at Pretoria from pneumonia after three days' illness. It is understood that the Ex-President was privately informed by wire of his wife's death before the news was made public.

TYPHOON WARNING.

WARNING FROM MANILA.

Mr. W. A. Rublee, U. S. Consul General, kindly forwards the following copy of a telegram which he received from Manila to-day:

MANILA OBSERVATORY, July 22nd, 4.30 p.m.

Depression crossed Luzon, undeveloped now lying West Dagupan.

HONGKONG OBSERVATORY REPORTS.

The Observatory report says:—
 On the 23rd at 11.45 a.m. barometric changes are slight. Probably the depression has become

circular in the China Sea to the S.E. of Hongkong in about 16° Lat. Gradients slight for E. winds on the China coast, moderate with strong N.E. winds in the N. part of the China Sea. Forecast:—Fresh to strong N.E. winds; fair at first, squally with rain later.

LOCAL AND GENERAL.

We understand that H.M.S. *Glory*, with Admiral Sir Cyprian Bridge on board, is expected to arrive here shortly.

JACK McAniff is staying in Kuala Lumpur till the Penang meeting and is giving lessons in boxing, club swinging, etc.

THE Naval Authorities advertise in another column information about torpedo running on the Torpedo Range at Kowloon, now taking place.

A BOARD School class, says a morning paper, was asked what is the chief food of the people of India. After some time, a little girl held up her hand and piped out "Famine!"

TWO American stowaways named Edward Harry (18) and Frank Kelly (17) arrived at Yokohama by the *Hongkong Star* on the 10th inst. and were handed over to the Harbour police.

THE piling of the foundations for Messrs. A. S. Watson & Co.'s new store goes on apace. If the new building is on the same scale as the notice board on the site, it will be a grand affair.

THE latest return compiled by the Communications Department shows that the total length of railways in Japan is 3,917 miles 6 chains, and that of overland telegraph wires 27,402 ft.

5,246 coolies are known to have absconded from their employment in Perak last year. reckoning that each man owed his employer \$5, this comes to a direct loss to the masters of \$26,230.

THE *Kokumin Shinbun* understands that the Japanese Government is investigating the probability of floating a loan in the European Continent, the hope of raising it in England and America being small.

MR. HAZELAND gave his decision in the adjourned case where Messrs. Siemssen & Co. were charged with illegally having arms in their possession. As expected by everyone who had read the evidence, Messrs. Siemssen & Co. were exonerated from blame and the summons was dismissed.

MR. CAMERON, one of the superintendents at the American gold mines at Unsan, Corea, was brought to Chemulpo recently suffering from a disease whose nature was at first not known, but it soon developed into the most malignant form of smallpox and he died on Saturday, the 22nd June.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road, Central. The wrapper will enable us to check the delivery coolies.

WE cannot say if the report is true, but a tale is in circulation to the effect that an enterprising gentleman has, in view of the present high price of land, purchased the sunken dredger and intends erecting a summer residence upon her. The reason he gives is that he can then be sure of having his foundations well sunk. There is no truth in the story that the Government are contemplating using the site for the new Post Office.

APPARENTLY MR. KNIGHT, the special correspondent of the *Morning Post*, blames Singapore for the transfer of the Bangkok Blue-Funnel line to German hands says the *Bangkok Times*. Why does he not turn his eyes to Liverpool for the cause of the mischief, now repeats the *Singapore Free Press* as the *Bangkok Times* said months ago. Go and call on the real party to that transaction in the person of Mr. Alfred Holt.

THE *Nagasaki Press* learns that several changes in the Korean Customs have lately taken place. Mr. Laporte, who was in charge at Gensan, succeeds Mr. Chalmers at Chemulpo. The latter gentleman has been transferred to Seoul, where he will act as assistant commissioner under Mr. McLeavy Brown, who, it is reported, will shortly proceed to England on leave of absence. During Mr. McLeavy Brown's absence, Mr. Chalmers will act as Chief Commissioner.

DR. DOWIE, of Chicago, has assumed a new rôle, though one in strict logical progression with his pretensions. From the platform of the Auditorium the "Doctor" recently made the following announcement:—"I am Elijah the prophet, who appeared first to Elisha and then to John the Baptist. Now, all who believe me, stand!" Three thousand people rose. Dowie, continuing his speech, denounced everything outside Zion. With prophetic fire he cursed the Pope, the Freemasons, and the newspapers. "You have listened to the first message of the prophet," he cried; "you must pay tithes and offerings into the storehouse of God." A collection followed.

FROM the number of Chinese fitters, blacksmiths and artisans of all sorts who now cycle to and from their work, we imagine that the new tramway should prove a decided boon. The sooner it is completed the better, say we. In the mean time it would doubtless pay some enterprising builder to take up lots well out of the town and erect comfortable dwellings. We are certain that a good number of Mr. Fung Wa Chun's semi-detached Chinese houses would be readily snapped up by the artisan class so soon as the tramway made them fairly accessible. Why does not the Government erect a few model dwellings on this plan? The experiment would be well worth trying. If the Chinese artisan can live in comfortable quarters cheaply and come in to his work by tram, he will do so in preference to inhabiting the crowded dwellings in town.

We learn that both the West and North rivers are badly in flood. On the former several junks and boats have come to grief, one Hongkong Chinese gentleman having lost no fewer than five of his craft used for the carrying of limestone.

THERE was another very fine sunset yesterday, probably attributable to the presence of the typhoon, if typhoon there be, would hurry up and cool us down a bit many people would be devoutly thankful.

CAPTAIN A. C. LOGGIN, the master of the P. & O. s.s. *Arctalia*, has been appointed to the post of Commodore of the P. & O. fleet, in succession to Capt. Reeves, R.N.R., of the *Australia*, who has retired. Commodore Loggin is now the senior officer of the P. & O.

ACCORDING to the latest returns the number of foreigners living in Tokio was 993. The different nationalities were: British 203, French 97, German 80, Austrian 4, Russian 11, American 267, Chinese 181, Portuguese 1, Italian 14, Danes 2, Swedish 8, Dutch 8 and Spanish 1.

HAVING regard to its population and interests, England has the smallest number of judges of any country in the world. Ireland, with a population of about five millions, has 17 judges, while England and Wales, with a population about seven times as large, have no more than 29.

THE latest fad adopted by our local architects appears to be that of the false gable. We cannot see that it lends any particular beauty to a building and, as it is simply a wall extending some distance above the roof, we are rather inclined to think that it may prove a positive danger in the event of a heavy blow. It will be interesting to note how these erections stand in a typhoon. By the way, the craze for dotting pepper boxes over buildings seems to have died out.

A MAN named Kinoshita Tatsuzo, a gardener in Aramaki maru, Kawachi gun, Japan, shot Yano Ikusaburo, a dyer in the same village, and his two sisters with a revolver on the 14th inst. The would-be murderer shot Ikusaburo first and his sisters afterwards. Ikusaburo and one of the women were badly injured and were brought to the Kobe Hospital. After committing the triple crime, the man shot himself dead on the spot. The tragedy is reported to be the outcome of disappointment in a love affair.

A FEW days ago, A. de Silva and P. H. Klyne were arrested at the Singapore Botanical Gardens by a lance-corporal in charge of the place; the former for the alleged theft of a black swan, the property of the Forest Department; the latter for aiding and abetting the theft. The bird was found in their possession squeezed into a carpet bag, far too small to hold it. The men were also in possession of firearms. They were taken before Mr. Green and the case was postponed till the 22nd inst. to enable them to produce witnesses. Bail of \$200 each was allowed.

EVERYBODY will, we think, be sorry to hear of the death of Mrs. Kruger at Pretoria. How it comes about that she did not join her husband after his flight to Europe we cannot say. There would not have been any objection to her doing so, we imagine, for we do not war upon women, and if Mrs. Botha can be allowed to leave, it would have been equally easy for Mrs. Kruger to have done so. No doubt the hypocritical pro-Boers will lay her death at our door, but they may rest assured that she received all attention at British hands in the captured capital.

LAST evening a five-oared boat race was rowed between the European and Chinese members of the Police stationed at the Water Police Station, Tsim-tsa-tsu. The Europeans had completed about half the course when their stroke had the misfortune to break his oar. Nothing daunted, however, the men stuck to their task and finished the race but a boat's length astern of the Chinese. Considering what a long list of oarsmen the Chinese crew was composed of it is very creditable to the Europeans that they did so well. We hope to hear of another trial between the two crews unattended by any accident, when a capital race should result.

THE death is announced of Mr. Wooyeda of the Mitsui Bussan Kaisha, Tokio, from consumption. The deceased gentleman, who was in his forty-seventh year, was a native of Nagasaki and fourth son of Mr. Ikeda, a retainer of the Yangawa Han when in his third year he was adopted by Mr. Wooyeda of Nagasaki. After studying he was sent by Mr. R. Irwin, formerly Minister for Honolulu, to the Commercial school of Boston. He returned to Japan in 1876 and entered the Mitsui Bussan Kaisha. Mr. Wooyeda was a Director of the Shanghai Cotton Spinning Co., and Auditor for the Kiushu Cotton Spinning Co., and Japan Brick Co., besides being a member of the Tokio Chamber of Commerce.

IN accordance with the plan formulated some time ago by the Government at Washington, to re-establish the European naval station, the *Manila Times*, the cruiser *Albatross* and the gunboat *Nashville*, now on this station, have received orders to sail on 1st July for the Mediterranean, where they will probably be joined by additional vessels from the home stations. It is rumoured that this station, the headquarters of which are not yet known, will be opened by Admiral Remy with the *Brooklyn*, which is now on her way from Australian waters either to Manila or direct to the new European station. The American navy has had no European naval station for some twelve years, the only vessels that have cruised in European waters having been the trading ships. The last naval station was at Ville Franche between Nice and Monaco, where a naval storehouse was maintained. Previous to that and up to about 1870 the headquarters were Lisbon, Portugal where a storehouse was located, and in older times Port Mahon, a small island in the Mediterranean, was the rendezvous for the fleet.

A CONTEMPORARY says that Professor Voges, the Director of the National Board of Health at Buenos Ayres, according to a report received at the State Department at Washington, has discovered a remedy for mosquito bites. The professor states that he discovered it by accident during his trip to Paraguay to study the pest. He had been supplied with all sorts of remedies, among them naphthalene, an article of no value against the pest, but on using it for mosquito bites he found it of good effect. It neutralizes the poison, even when the spot bitten is greatly inflamed. If fresh bites are rubbed with naphthalene no swelling follows. The professor considers naphthalene almost a specific against mosquito poison.

A CONTEMPORARY says that the United States are showing us a good example in the vigour and determination with which they have recently set about the abatement of the spitting nuisance. Arrests are common, and New York magistrates are beginning to deal seriously with the offence. Mr. Sexton, President of the Board of Health, not long ago assigned seventy of the one hundred policemen detailed for tenement house and other sanitary work to the special duty of riding about the town in surface and elevated railways, and arresting those whom they saw break the ordinance against expectoration on the floors of street and railroad cars and other public vehicles, ferry boats, and public buildings. We think, however, that they will have to abate a great deal of expectoration before they can set us much of an example.

REFERRING to the Washington cable dispatch, saying that the United States does not mean to protest against the maintaining of a garrison at Shanghai, the *Frankfurter Zeitung* says: "This is a very sensible conception of the situation since Shanghai is Chinese and not English, and the only country having the right to protest is China. Germany has precisely the same right to take care of her Yangtze interests and commerce that any other country has." A number of German papers during the week indicated that Germany, Great Britain being practically powerless for the time, used strong pressure to bring about the Anglo-German Yangtze Agreement. The *Tagblatt* says: "The abandonment by Great Britain of her Yangtze sphere of interest idea, is, perhaps, the most severe blow Great Britain has sustained since the South African War began."

THE PLAGUE.

Number of cases reported

up till noon of the 22nd

July, 1901

Number of cases reported

during the past 24 hours

Total number of cases reported to date

Number of deaths reported

up till noon of the 22nd

July, 1901

Number of deaths reported

during the past 24 hours

Total number of deaths recorded to date

Since noon on Saturday last the cases and deaths are:

Cases Chinese

Other Asiatics

European

Total

Deaths Chinese

Other Asiatics

European

Total

The plague returns for last week were:

Cases

Deaths

AT THE MAGISTRACY.

UNLAWFUL POSSESSION OF HOCK.

L. S. A. Terrett, No. 21, charged Yeung Muk with the unlawful possession of two bottles of hock. The defendant was sent to prison for 14 days. The fate of the hock can only be surmised.

WELL CONDUCTED CASE.

Wong Chi was charged with stealing from the person a purse containing \$9.30. Inspector Kemp was in charge of the prosecution and sheeted it right home, with the result that the defendant went to prison for 6 weeks' hard labour.

DISCHARGED.

John L. Reilly, of Scotland, was discharged on a plea that he was disorderly and assaulted the police. E. H. Evans of the R. W. F. and W. Smith P. S. 54 gave evidence, but it was not conclusive and the defendant was discharged.

STEALING A WATCH AND CHAIN.

Mr. Sullivan, of Kennedy Road, charged Chin Yuen with stealing a watch and chain and pencil case. Chin Yuen went to prison for three months and Li Chi, a pawnbroker, was ordered to return the goods without repayment of the loan.

OPIUM CASE.

Tang Lan was convicted of having 25 taels of prepared opium in her possession, as well as 9 taels of raw. Mr. Kemp fined her \$250 for 3 months' hard labour. She went to prison.

BURGLARY AT LANE, CRAWFORD & CO'S.

Chan Toi was charged with breaking and entering and stealing property to the value of \$344, the property of Messrs. Lane, Crawford & Co. Duncan Clark, a partner in the firm being sworn, said: he recognised the defendant as a coolie that hangs about the premises and does odd jobs, but he has no right to be within the premises.

Bert Eustace sworn said, he was an out-fitter in Messrs. Lane, Crawford & Co. and identified the property produced as belonging to the firm. He valued them at about \$500.

Li Pin, P. C. 173, said he was on duty at Praya Central. He stopped the defendant carrying a bag. The defendant said he was engaged to carry the bag. He arrested the defendant. The Indian Watchman also gave evidence. The defendant said he was simply engaged to carry the goods and did not know they were stolen.

Mr. Kemp sentenced him to 6 months' hard labour.

DISORDERLY ON PEDDER'S WHARF.

William T. Meurel, a soldier of America, was fined \$5 or 14 days on two charges of being disorderly and assaulting the police. Although the deposition was marked "imprisoned" we think the money can be raised up.

THE GREAT MEAT QUESTION.

A wave of relief will no doubt sweep over the community when it is understood that the great case that has lately been occupying the attention of the Magistracy has been settled. We refer to the important mutton and beef robbery at the Hongkong Hotel. Evidence was called this morning seeking to implicate a Chinese Lukong, who was supposed to have received the meat from an Indian watchman. It was shown that it was mutton, and not only beef that had disappeared from the Hotel. A most important witness "Mac" who has a keen sense for meat, was present but was not called. The Lukong was acquitted on the charge of larceny, and was fined \$5 for misconduct as a police constable.

THE UNREST IN NORTH BORNEO.

Jesselson threatened. Writing on the 14th instant, our Labuan Correspondent says: "News came down yesterday morning that another attack on Jesselson is expected. The Police Station has been fortified by barricades of sleepers and earth built up all round with loopholes for firing through, and should an attack take place, the bullets will find a convenient billet in the village houses, which are in a direct line with the fortifications."

Not many days have gone by since the first and second divisions of the Chartered Company's army sallied forth from the direction of Amboyn in pursuit of the rebels, but no news is yet to hand of any fight having taken place. Mr. Salih's followers have, as usual, done the De Wet act under cover of the jungle. This state of rebellion on the West Coast has now become chronic.

CURIOUS MIXED COURT CASE AT SHANGHAI.

The *China Gazette* has the following account of this affair:

The Mixed Court was again occupied for two hours on the 15th inst. with the case of the Chinaman Chu Lung-long against whom the Police authorities have brought various vague charges, ranging from murder to gambling, in order to get the Court to direct his being handed over to the City Authorities. Mr. Ellis again appeared for the defence and demanded the man's release upon the grounds that all the police charges had utterly broken down and the man could not be sent into the city until the Assessor was satisfied that a *prima facie* case had been made out against him. Mr. Ellis administered a stinging castigation to Chief Inspector Ramsay for his extraordinary conception and discharge of his duties in connection with these mysterious warrants, and the officer vainly attempted an explanation. In the end the Inspector had to withdraw all his charges and admit that nothing had been established against the victim of this most extraordinary persecution, while the Assessor (Mr. Meyers), who agreed with Mr. Ellis's strictures on the Police, marked the charge sheet that the accused was discharged and recommended in the "remarks" column that the most searching enquiry should be held into the conduct and motives of the Police in the matter.

NAVIGATION OF THE INLAND SEA.

The *iji* writes on the necessity for providing special regulations in connection with the navigation of the Seto-Umi, the inland sea of Japan, in order to prevent accidents to navigating vessels. According to the latest statistics obtained, foreign-style vessels which daily passed through the inland sea last year, were thirty in number on the average, and adding Japanese-style vessels, etc., the number would reach over 200 on the average. The number of accidents to vessels on the Japanese sea coasts during 1899 was 397, of which 90 cases occurred in the inland sea. Of the total length of 7,000 miles of Japan's sea coast, the inland sea coast is only one-twentieth of the mileage, but one-fourth the total number of accidents took place within this limit. This fact shows the necessity of instituting special navigation regulations for Seto-Umi in view of the increasing number of voyages in the inland sea, and also the construction of larger vessels of greater speed. Late last year an investigation commission was formed, consisting of the officials of the Navy and of Agriculture and Commerce, for the purpose of framing inland-sea navigation regulations, but no progress has been made in the matter of investigation. Our contemporary hopes the commission will expedite its work, so that a draft of the regulations may be submitted to the next Diet and may be put in operation at the earliest possible date. "The distance between the opposite coasts of the inland sea is less than six miles, and therefore it is undoubtedly part of the territorial waters of Japan, and the powers generally recognise three miles and sometimes six to ten from their coasts as the scope of their territorial waters, and any dispute about the question such as cropped up in connection with the *Chikima-Kanagawa* case, will be prevented if these navigation regulations can be quickly provided."—*Japan Herald*.

A SEQUEL TO THE BLAGOVESHCHENSK MASSACRE.

GENERAL GRIBSKI COMMITTS SUICIDE.

From an unimpeachable source the *Nagasaki Press* learns that General Gribski, the military governor of Blagoveshchensk and districts, committed suicide in the early part of this month as he was approaching the above city on his return from St. Petersburg.

General Gribski, it will be remembered, was in charge of Blagoveshchensk in August, 1900, when that city was attacked by Chinese bandits from Aigun, who from the opposite side of the Amur fired on the Russian city. The presence in their midst of a large body of peaceable Chinese was regarded by the Russians as a grave peril, and instructions were asked from St. Petersburg.

The now historic telegram "Fling Chinese across Amur" was wired from St. Petersburg; and, during the temporary absence of General Gribski, the message was literally interpreted by the Chief of Police, whose blood-thirsty Cossacks gathered the Chinese together, men, women, and children, to the number of nearly 5,000, and literally flung them into the water, none of the Chinese escaping.

General Gribski was subsequently recalled to St. Petersburg to explain matters to his Imperial master, and there is reason to believe that he was returning to Blagoveshchensk in disgrace and so decided to take his own life.

UNVEILING OF THE PERRY MONUMENT.

The Perry Monument at Kurihama, near Utsunomiya, was successfully unveiled yesterday, says the *Kobe Herald* of 15th inst. Unfortunately bad weather interfered with the success of the proceedings. An extra train conveying guests from Tokyo was despatched at 7.45. These guests embarked on the battleship *Sakishima* and the Red Cross Hospital ship *Hakuni Maru* at Yokohama, arriving at Kurihama at 11. The place where the ceremony was to take place was enclosed by a bamboo fence. A large arch surmounted by Japanese and American flags, was erected at the entrance to this enclosure. The Japanese warships *Sakishima*, *Amagi*, *Fuso* and the hospital ship *Hakuni Maru*, the American warships *New York*, *Yorktown*, and *New Orleans* were at anchor off Kurihama fully "dressed." Salutes were fired when the monument was unveiled. Baron Kaneko, President of the Beiyu Kiokai, under whose auspices the monument has been erected, made a speech, and Colonel Buck, U. S. Minister to Tokyo, General Kodama, Minister for War, Admiral Rogers, Mr. Sufa, Governor of Kanagawa Ken, and Rear-Admiral Beardslee also spoke. After the maines from the *Sakishima* and *Amagi* had presented arms to the new monument, the guests repaired to the refreshment shed which was prettily decorated with the flags of all nations. The guests returned to Yokohama by the *Sakishima* and *Hakuni Maru*. There were upwards of 500 persons present including Japanese and foreign officials.

SICKNESS IN JAPAN.

Two cases of cholera are reported from Omura, Miyagi pref., Kaguwa ken. One case proved fatal. One suspected case of cholera was reported from Aburahi, Baryu, and another case in Kusunoki Cho, Nichome in Kobe on 14th inst. Neither case has been confirmed as genuine cholera so far.

The Kobe City authorities report 4 new cases of typhoid fever, 1 case of dysentery and 2 cases of diphtheria for the seven days ended 14th inst. All these patients were still under medical treatment when the mail left. A Gifu despatch states that dysentery is spreading fast in the eastern province of Mino. Thirty new cases were reported in the ken on 15th inst. The total number of patients so far is 153, of which number 22 have been thoroughly cured and 3 cases proved fatal.

BANGKOK AND BUBONIC PLAGUE.

The following letter appears in a recent *Siam Observer*: "A few persons in Bangkok would appear to be amazed that a few weeks ago a steamer arriving from Hongkong brought with her three Chinese suffering from bubonic plague; the vessel was, of course, put into quarantine and thoroughly disinfected before being allowed to come on to Bangkok, but the affair shows the risk of the terrible scourge getting here. Now we learn that it has reached Phuket and that people are dying there like rotten sheep. These being the facts I may well ask what preparations the local Sanitary Authorities have made in the contingency of an outbreak of the dread disease occurring here. Of course I know that hitherto Bangkok has been fortunately free from the scourge, but this I take it has been mainly due to the Quarantine Regulations, and in no degree to the energy of the Sanitary Authorities, if such exist, as I am informed they do. Supposing it were to make its appearance in Siam or any of the more congested and insanitary localities what chance would there be of stamping it out? This I take it is a question meriting an answer. Only a day or so ago, Sir, you told your readers that rats were dying in numbers in certain localities and since that I have heard the same thing from other people who have personally seen the dead animals. It is well-known that in all cases where there has been a serious outbreak of plague the same thing has happened, as it is also well-known that rats are the greatest bearers of contagion. Is it, not then time some steps were taken to insure the place against a visitation of the fearful disease? During the past few years it has spread to seaports all over the world and although Bangkok has hitherto passed off unscathed, that is no guarantee that it will always remain so."

In writing thus I have no desire to scare anybody but merely to call the attention of the Authorities to the matter and prove it true. They have recently blessed (?) us with a fearful and wonderful drainage system (which "does not work") a very considerable number of the houses of Bangkok stand over stinking cesspools and what will happen should the disease once get a foothold is terrible to contemplate. These being the facts I trust that in the general interests of the public, Siamese and foreign, I may crave space for the insertion of this little reminder. Enclosing my card, I remain, SALUTIS POPULI SUPREMA EST LEX. Bangkok, July 11th, 1901.

A DOCK COMBINATION.

The following information was communicated to the *Siam Observer* of the 10th inst.: "We hear that the Bangkok Dock Co., Ltd., and Messrs. Riley Hargreaves and Co., Ltd., the leading engineering firm at Singapore, have arrived at a friendly arrangement by which the latter Company are the representatives of the Dock at Singapore and the Dock Co. represent the Singapore firm in Bangkok. These two powerful and influential Companies will form a column of mutual strength and support, and each Company will undertake work for the other. This combination cannot fail to be of advantage to the communities of both ports and especially to those interested in carrying out works for the Government and the various Railway consignees, ship-owners and mill-owners."

QUICK-FIRING RIFLE.

It is intended, says the *Daily Express*, to issue 50 rifles of a new pattern to each battalion of the British Army, "thus adding to the regimental firing-line a 50 Maxim power." The new weapon is the Simpson machine-rifle, which has received official approval after extended tests. This machine-rifle is a bifurcated Maxim, which can be used by individual soldiers almost as easily as the ordinary weapon, and it can pump a hail of lead with extraordinary speed. It is used in the prone position with the user lying across a saddle frame, the weapon being held in position by hand carriage, and there is no companion to it for rapidity of fire in the ordinary rifle. Mr. Simpson is also submitting a rifle fitted with a magazine. There are two tests made of steel which lie in scalloped sockets in the butt and near the magazine. The rests, when pulled out on going into action, do not in any way hamper the movements of the man or impede the free use of the rifle with the bayonet fixed. When

the soldier comes to the prone position, the rests entirely relieve the strain of standing the rifle. Some remarkable scoring has been made with Lee-Enfield rifles, fitted with the rest attachments, and the scores have been indifferent shots. The invention has been seen and approved by Lord Roberts, the Duke of Connaught, Lord Lansdowne, and many others.

"DISCRETION" V. "VALOUR."

A fuller version of the American *Attache's* report on the Boer war says that the British do not possess caution. They just push ahead, and take the consequences; but Lord Roberts is a shining exception to this rule. The report adds that for indomitable courage, uncomplaining fortitude, and implicit obedience, British troops are beyond criticism.—*Singapore Free Press*.

Oh Tommy, Tommy Atkins! Hear you what the Yeasays say, Of the reckless, fruitless manner that you fling your life away.

Oh Tommy, Tommy Atkins, while we keep your memory green, We'd prefer to have it tintured with no gloomy "might-have-been."

Oh Tommy, Tommy Atkins! Will you never have the sense, To try and keep your carcass snug inside the Present Tense?

Oh Tommy, Tommy Atkins; why *will* you strive so fast, To conjugate your carcass into a glorious Past?

Oh Tommy, Tommy Atkins; in the Book we all revere, There's a verse that ought to make you try to linger longer here; Is better than a Lion who has happened upon his death.

When will it strike you, Tommy, that there's just one finer thing, Than fighting for your Country and dying for your King?

Oh Tommy, Tommy Atkins; hid behind a blade of grass, You'd bag a couple easy, you brave egregious ass.

Oh Tommy, Tommy Atkins! For the love of Heaven, hark! Don't think a man's a coward when he guards his vital spark. And Tommy, Tommy Atkins, when quite needlessly you fall, Then, your duty to your Country, you have failed in—that is all.

PING-PONG AT COLOMBO.

The G. O. H. has been very quiet for some time, but last evening it shook itself and once more faced the music in right good style. A "Ping-pong dinner" is certainly a novelty for Colombo, and whoever hit on the idea is to be congratulated. "Ping-pong" like everything else fashionable or popular at home, has taken a long time to meander so far East as Colombo, and this may account for the fact that when the gallant officers of H. M. warship *Talbot* issued a bold challenge to the pick of Colombo to stand up and do battle at Ping-pong, there was no response. Some had heard speak of the game, others had read of it in *Punch*, and one or two who had been at home had actually seen it played, but there was as much lack of accurate information about it as there is over the personality of De Wet, and there seemed to be confusion whether "Ping-pong" should be played with cues like table billiards or with bare fists like Badminton. Since Colombo was unable to take up the challenge of the up-to-date sailors, doubtless she has learned something of the game which is "all the rage" away West, and as every young and old are going quite as mad as ever they went over that other noble game "Tiddlers" as it is called. At all events ping-pong went on in the dining-room of the G. O. H. with the utmost zest until the wee sma' hours of this morning. A special dinner preceded the play, and the fine dining-hall of the G. O. H. was well filled with residents and guests. The string band of the Ceylon Volunteers played a selection of music. The diners did not linger very long at the tables over their coffee and liqueurs, but shortly after nine o'clock the cloths were moved, and the Ping-pong apparatus fixed in position. This is a simple matter. An ordinary dining table is all that is required, and this is affixed a net seven inches high. A battledore is the racket, and a piece of celluloid—very light but by no means fragile—the ball. The game is then like lawn tennis, excepting that

VOLLEYING IS NOT PERMITTED, there is only one service, and the serving is strictly limited to underhand. Ten sets had been supplied by Messrs. H. W. Cave and Co. for use during the evening, and for the best part of four hours the game never flagged. There was expectancy on every face when the game was commenced, but it was soon seen that its difficulties were practically nil, or at least only such as a few minutes practice acquaintance would reduce to nothing. The Messrs. Cave, it was quickly evident, played the game with the skill that came from practice, their service being accurate and returns well placed. The fun became fast and furious as the players warmed to their work, and perhaps the spectator who sat at his ease and watched the apoplectic symptoms creeping over the features of their wildly struggling male friends had the best of the game. A well waxed floor and pumps are hardly the safest accessories for galumphing about after a wee bit of a ball, when you get up to it is not there, and, when you close your hand upon it, has playfully disappeared. One or two of the ardent sportsmen who pursued too eagerly the phantom bit of celluloid well realised this when they unintentionally floundered about on their backs, to the huge amusement of the others. At midnight the game was still in mad progress. The ladies had long gone away, and the new introduction and hid them to "whisky-soda," now crept from bars into the "Ping pong saloon," and remaining to bless where they had evidently come to revile, endured all the tortures of self-promoted prickly heat with the most praiseworthy stoicism. It was about one o'clock when finally the battledores were laid down and the tired "boys" were given a rest. If the reception which the game of "Ping-pong" received last evening at the G. O. H. is a fair criterion, there can be little doubt that very shortly Colombo may hope to rival the old country in mad pursuit for the latest indoor game. It is unnecessary to reproduce the rules, as they are practically self-explanatory as for tennis.—*Times of Ceylon*. (June 28).

NEW LIGHT ON THE SPANISH-AMERICAN WAR.

U. S. RED BOOK DESPATCHES.

The American red book for 1898, comprising the country's foreign relations during the eventful period of the Spanish-American war, has just appeared (says a Washington telegram). It contains an exhaustive summary of the official correspondence. The Dupuy de Lome incident and the blowing up of the *Maine* are treated under separate heads. The first official notification to Spain that the United States expected the independence of Cuba was in a despatch from Secretary Hay to Minister Woodford on March 28th, 1898. The President had previously instructed Mr. Woodford to endeavour to have Spain grant Cuba "full self-government." Spain at once asked the meaning of this term.

In reply Secretary Hay cabled: "Full self-government with indemnity would mean Cuban independence." It appears that just before the war broke out Minister Woodford sent word that the Queen in Cuba for a period of six months. Mr. Woodford was hopeful this would avert a crisis in the trouble between Spain and the United States, but this hope was not realized, as Congress soon after adopted the resolutions of intervention.

The peace negotiations both in Washington and Paris were in extension. When the acquisition of the Philippines came up Secretary Hay cabled Mr. Day, saying: "The sentiment in the United States is almost universal that the people of the Philippines, whatever else be done, must be liberated from Spanish domination. In this sentiment the President fully concurs. Nor can we permit Spain to transfer any of the islands to any other power; nor can we invite another power or powers to join the United States in sovereignty over them. We must either hold them or turn them back to Spain. Consequently, grave as are the responsibilities and unforeseen difficulties which are before us, the President can see but one plain path of duty—the acceptance of the archipelago."

Early in the war the State Department directed the American Ambassador at London discreetly sound the British Government upon war vessels using the Suez Canal. In reply it was stated that the British Government held that we were unquestionably entitled to the use of the canal for warships. The declarations of neutrality by most of the foreign governments, except Germany, are given, and as to Germany, Ambassador White gives a conference with Baron von Buelow, which the latter says that Germany has not for twenty years issued a proclamation of neutrality.

SHIPBUILDING IN JAPAN.

Shipbuilding, says *Engineering*, is one of the main factors in the prosperity of Nagasaki, one of the foremost ports of Japan. The ship-building yard at Nagasaki can build four ships of the respective lengths of 600ft., 400ft., 350ft., and 300ft. The total area occupied by both shipyard and engine works already exceeds 600 acres, and this is steadily being enlarged, and the number of men employed averages over three thousand. Ships have been built of over 6,000 tons, which are now running with efficiency on the European line, while a large number of smaller size for various purposes have been turned out from the establishment. The vessels now under construction aggregate no less than 18,800 tons.

THE COCOS-KEELING ISLANDS.

TELEGRAPH STATION TO BE FORMED.

At the end of this month, says the *Straits Times*, a party of telegraph men from the Singapore Depot will leave for Direction Island, which is one of the Cocos-Keeling Group. They are Messrs. Cameron, Spriggs, Wisbart, Ingram, and Macartney; and they will take with them a number of Chinese carpenters, servants, etc. On the arrival of the party, quarters will be erected and preparations made for the reception of the new All-British Cable, running via the Cape, Mauritius, and Direction Island to Australia. Direction Island is one of the many islands in the group, and is composed entirely of coral running to a uniform height of about twenty feet above the level of the ocean. There is nothing on the island but coconuts, which are forwarded to Batavia and there sold. We understand that the party will be conveyed to Direction Island on the *Giang Ann*, which steamer also takes some hundreds of tons of stores for the use of the men.

FAR EAST FLEETS.

It is understood, says an exchange, that the fleets of the Powers in the Far East will undergo a change upon the conclusion of the peace negotiations in North China. The British Government is sending fresh vessels out, but has-recalled others. The American Government has also started to reduce its fleet in Asiatic waters and two warships are already on their way home. The German Government issued orders for the return of four ironclads which were sent to the Far East last year, and France and Italy are understood to be considering the advisability of withdrawing some vessels in the near future. Russia alone shows no signs of withdrawing any ships sent to the Orient last year. On the contrary Russia is arranging to increase her fleet in this part of the world by five or six additional warships before next winter. If these changes take place the British fleet, which has heretofore ranked first in Asiatic seas, will be relegated to the second place and the Russian fleet will rank first.

NOTANDA.

CALENDAR.

JULY.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.738
Thermometer 81.6
Humidity 83.0
Rainfall 14.210

YESTERDAY.
WEATHER REPORT.
On date at On date at
10 a.m. 4 p.m.
Barometer 29.78 29.70
Temperature 86 87
Humidity 64 64
Rainfall — —

TO-DAY.
Tuesday, 23rd July, 1901.
Chinese—*Sil* of 6th moon of 27th year of Kwang-sai.
Sun—Rises 5hr. 25min.
Sets 6hr. 42min.
Moon—First Quarter 5hr. 35min. a.m.
High water—Morning 2hr. 14min.
Afternoon 1hr. 56min.
Low water—Morning 7hr. 39min.
Afternoon 7hr. 39min.

ANNIVERSARIES.

1863—Thirty-eight convicts drowned in Hongkong harbour by the capsizing of a boat.
1882—Armed attack on Japanese Legation at Seoul, Korea, and eight of its members killed.
1892—Loss of the ship *North American* in the Berr Canal.
1896—Loss of the German gunboat *Itis* and her crew with the exception of ten men.
1899—Three people killed by lightning at Charlottenburg, Germany.

TO-MORROW.

Wednesday, 24th July, 1901.
Chinese—*9th* of 6th moon of 27th year of Kwang-sai.
Sun—Rises 5hr. 20min.
Sets 6hr. 42min.
Moon—In Apogee 1hr. 40 a.m.
High water—Morning 2hr. 58min.
Afternoon 2hr. 18min.
Low water—Morning 7hr. 10min.
Afternoon 7hr. 10min.

ANNIVERSARIES.
1704—Gibraltar captured by Admiral Rooke.
1834—British trade prohibited at Canton.
1880—Anglo-Chinese (Burmah) Convention signed at Peking.
1899—The result of the Peace Conference at the Hague published.

AGENDA.

TO-DAY.
Cargo ex *Tientsin* subject to rent.
Cargo ex *Banca* subject to rent.

TO-MORROW.
O. S. K. Co.'s steamer *Maidaura Maru* leaves for Anping via Swatow and Amoy.
"Shire" line steamer *Glenmore* leaves for Kobe and Yokohama.
3 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.
Cargo ex *Coromandel* subject to rent.

THURSDAY, 25th.
(About)—N. D. L. steamer *Bayern* leaves for Singapore, Penang, and Colombo.
Cargo ex *Silthonia* subject to rent.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
July 15th.

Mr. W. S. Burrows is appointed chief officer of the *Haitian*.
Mr. A. B. Short is 2nd officer of the same steamer.
Mr. Fairfield 3rd officer same ship.
Mr. C. H. Walker is transferred as 2nd officer to the *Thales*.
July 17th.

A. H. Macdonald has gone to Manila to join the *Zafra*.
F. Fairweather, 2nd engineer, s.s. *Diamante*, has resigned.
T. Clark, 3rd engineer, *Diamante*, is promoted 2nd engineer, s.s. *Diamante*.
D. M. Wilson, has joined s.s. *Diamante*, as 3rd engineer.
John Pender, chief s.s. *Nanshan*, is promoted 2nd engineer, *Nanshan*.
W. A. Jamieson, has joined *Nanshan*, as 3rd engineer.
R. W. Musgrove, has joined s.s. *Thales*, as 2nd engineer.
Ed Potts, has joined s.s. *Perla*, as 3rd engineer.

Mr. Allan, Amoy Dock, has resigned.
John Watson from Saigon Rice mills, has joined Amoy Dock, vice Mr. Allan resigned.
James Watson, resigned from *Siskin*, has joined Saigon Rice mills, vice John Watson, resigned.
July 22nd.

Mr. Mann is promoted to 2nd officer of the *Haitian*.
Mr. Smallwood recently acting 2nd officer of the *Haitian*, has gone back to the *Thales*.
Mr. W. Shiphill, and engineer *Hongkong Maru*, resigned his berth at San Francisco.
Mr. H. D. Louth is appointed 2nd engineer to the same vessel.

July 23rd.
The officers of the *Tsinan* (Capt. O. Anderson) are; chief officer Mr. C. Webb, 2nd Mr. A. Burn, 3rd Mr. F. Carle, 4th Mr. D. Smyth, chief engineer Mr. J. Runcie, and Mr. M. Murray, 3rd Mr. P. Macquie, Doctor, J. Baxter, M.B. chief steward, Mr. J. Wilson.

SHIPPING AND MAIL NEWS.

MAILS DUE.
German (*Byern*) to-morrow.
Indian (*Cleopatra*) 25th instant.
American (*Chelona*) 26th instant.
French (*Oceanic*) 30th instant.
Canadian (*Empress of China*) 30th instant.
American (*Doric*) 6th prox.
American (*Nippon Maru*) 14th prox.

The M. M. Co.'s steamer *Oceanica*, with the next French Mail, left Singapore to day, Tuesday, at 5 a.m. for this port via Saigon.

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Yokohama on the 22nd inst. and leaves again for Kobe this afternoon 23rd inst.

The P. M. S. Co.'s steamer *Nippon Maru* with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Hongkong Maru Kowloon (last)
Siskin " "
Y. Sonlan " "
Chinglu " "
Clara " "
Hoikang " "
Sungking " "
Colonel " "
Phra Nang " "

PASSED THE CANAL.
Outward—11th June—*Kongsberg*, *Ercherzoo*, *Frantz*, *Ferdinand*, *Erica*. 14th June—*Bamberg*, *Patricius*, *Ernest Simons*. 18th June—*Antenor*, *Intus*, *Awa Maru*. 21st June—*Bingo Maru*, *Elderton*. 25th June—*Stogol*, *Nickar*. 28th June—*Benvenne*, *Stentor*, *Saxonia*, *Alexandria*. 1st July—*Dombay*, *China*, *Suezia*, *Kong*, *Albert*, *Cable*, *Salfordia*. 5th July—*Oceanica*, *Olyssa*, *Taihu Maru*, *Tan-jalus*, *Segevia*. 9th July—*Glenfarg*, *Glenfarg*, *Maxilla*, *Sibiria*, *Sphindax*, *Warrior*. 10th July—*Pisa*. 12th July—*Idemeneus*, *Annan*, *Strathairn*, *Yangtze*, *Yarva*. 16th July—*Glenfarg*, *Shimano Maru*, *Princess Irene*, *Satipina*. 19th July—*Andalusia*, *Sanuki Maru*, *St. Andrew*, *Rijn*, *Styrmant*.

Homeward—18th June—*Stuttgart*, *Bania*, *Druden*, *Batavia*, *Melindah*, *Oceanica*, *Silthonia*. 25th June—*Canton*, *Prussia*, *Silthia*. 2nd July—*Calchas*, *Ceylon*, *Loos*, *Inaba Maru*. 5th July—*Afridi*. 9th July—*Hamburg*. 16th July—*Bardanas*, *Natal*.
Arrivals at Home—15th June—*Ascania*, *Awa Maru*, *Kongsberg*, *Marburg*. 18th June—*Wittkind*, *Antenor*. 2nd July—*Bamberg*, *Dorlogne*, *Prussia*, *Pyrenae*. 5th July—*Richmond Castle*. 9th July—*Ceylon*, *Inaba Maru*, *Loos*. 12th July—*Calchas*, *Saxonia*. 16th July—*Hamburg*, *Suevia*. 19th July—*Olyssa*, *Segevia*.

SHIPPING.

Arrivals.
MACHEW, German steamer, 955, G. Wendig, 22nd July—Swatow 21st July, General—Melchers & Co.
TSINAN, British steamer, 1,460, O. Anderson, 22nd July—Moji 18th July, General—Butterfield & Swire.

MELPOMENE, Austrian steamer, 1,730, Matcovich, 22nd July—Singapore 15th July, General—Nippon Yusen Kaisha.
MADZURU MARU, Jap. ste. 677, K. Sudzuki, 22nd July—Amoy and Swatow 21st July, General—Mitsui Bussan Kaisha.
ALCINOUS, British steamer, 4,778, J. Pullford, 23rd July—Foochow 21st July, General—Butterfield & Swire.

YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 23rd July—Nagasaki 19th July, General—Nippon Yusen Kaisha.
HINSANG, British steamer, 1,560, P. M. B. Lake, 23rd July—Sanatara 14th July, —Jardine, Matheson & Co.
CHARTERHOUSE, British steamer, 1,476, Strickland, 23rd July—Penang 14th July, and Singapore 16th, General—Joo Tek Sang.

GLENCOLE, British steamer, 3,064, W. Frakes, 23rd July—Moji 18th July, Coal—Dodd & Co., Ltd.
FUSHIM, British steamer, 1,500, W. H. Lunt, 23rd July—Canton 22nd July, General—C. M. S. N. Co.
CHOVSANG, British str., 1,194, G. H. Bowker, 23rd July—Canton 22nd July, General—Jardine, Matheson & Co.
CHIKOTU, British steamer, 2,200, J. E. Williams, 23rd July—Madras 11th July, and Singapore 18th.

TOSA MARU, Japanese steamer, 2,

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th July, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	San Francisco, via Inland Sea of Japan and Honolulu	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	San Francisco, via Inland Sea of Japan and Honolulu	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	San Francisco, via Inland Sea of Japan and Honolulu	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 4th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY Co.'s Lines.

THE Steamship.

"KAISOW," Tons 3,020. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

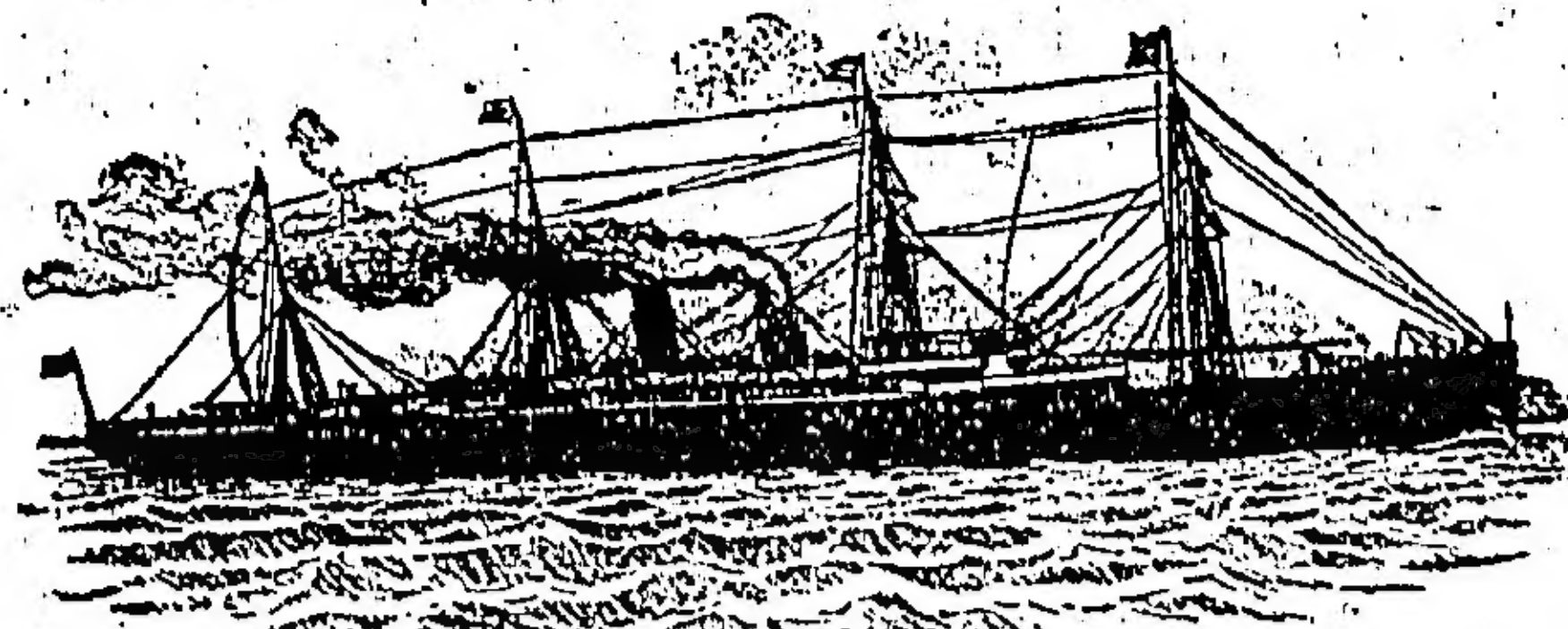
For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 17th June, 1901. [676c]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"CHINA"	TUESDAY, 6th August, at Noon.	
"DORIC"	THURSDAY, 15th August, at Noon.	
"PERU"	SATURDAY, 31st August, at Noon.	
"COPTIC"	TUESDAY, 10th September, at Noon.	
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.	
"GALLO"	WEDNESDAY, 2nd October, at Noon.	

THE P. M. Company's Steamship, "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

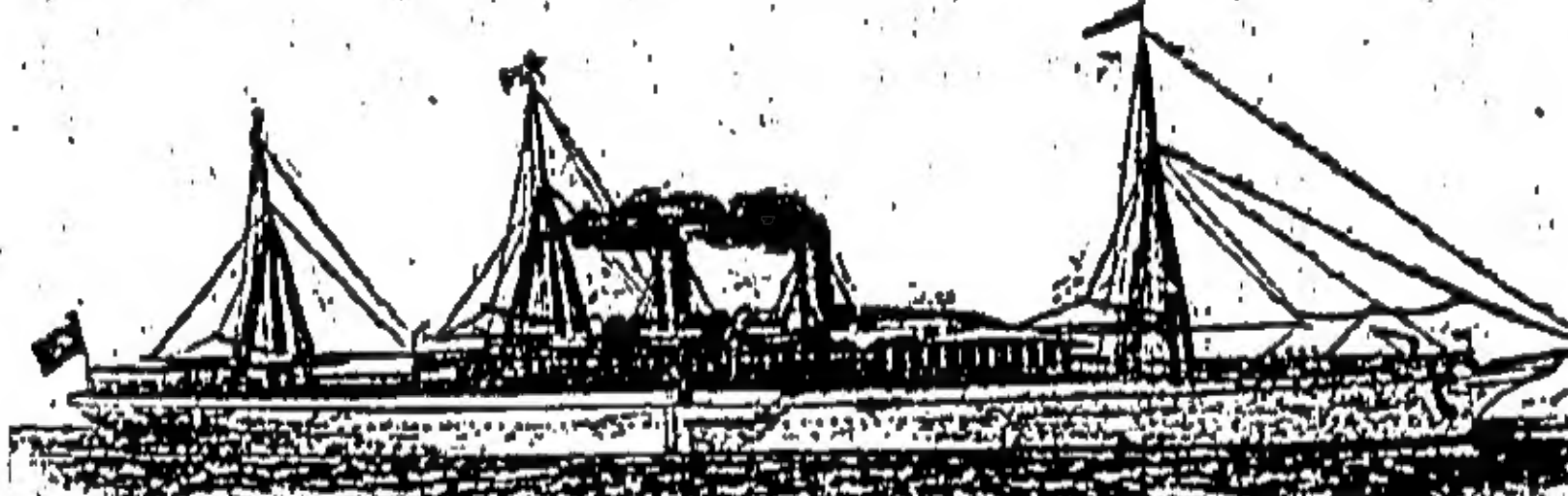
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd July, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUR (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peckler's Street.

Hongkong, 17th July, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRAOHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and COLOMBO).	9th August.
ALEXANDRIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	2nd Sept.
SIBIRIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	10th Sept.
ANDALUSIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	21st Sept.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 19th July, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN (LOILO and CEBU)	"NANCHANG"	24th instant.
MANILA	"KASHING"	24th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	25th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd July, 1901.

[51c]

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"STENTOR"	25th July.
"	"DOMENEUS"	25th August.
"	"ORRIS"	13th August.
"	"ALX"	25th August.
"	"TYDEUS"	25th August.
"	"PYREBUS"	4th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	6th August.
"	"PELEUS"	20th August.
"	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 23rd July, 1901.

[12]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above TO-MORROW, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

A.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901.

[681c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship.

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, TO-MORROW, the 24th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901.

[226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain G. S. Weigall, will be despatched as above on FRIDAY, the 26th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1901.

[776c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

[321c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 5th August.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th July, 1901.

[527c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION," will be despatched for PORTLAND (OR.) on or about the 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & Co.

Hongkong, 19th July, 1901.

[765c]

"SHIRE" LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE," Captain Davies, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd July, 1901. [766c]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ALEXANDRIA," Captain Rorden, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd July, 1901. [773c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERIA," Captain G. T. Blackland, will be despatched as above TO-MORROW, the 24th instant, at 3 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 22nd July, 1901. [749c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU," (3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 10th July, 1901. [749c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOI.

THE Company's Steamship

"LAISANG," Captain Geo. Payne, will be despatched as above on SATURDAY, the 27th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th July, 1901. [771c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY Co.'s Lines.

THE Steamship

"YANGTSE," Tons 6,457. Commander H. L. Allen, is due here on 6th August, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 19th July, 1901. [767c]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis 'Audent' Watches, awarded the highest Prizes at every Exhibition, and for Volkmann and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES. Nos. 14 & 16, Queen's Road Central. [54]

THE CENSUS AND THE ANDAMANS.

The recent census of the Andamanese tells the usual tale of the gradual extinction of a low order of a mankind when brought into contact with modern civilisation. Tribes which were estimated at between two and three hundred, comparatively only a few years ago, are now estimated at between thirty and forty, and throughout the whole area of the islands there is found to be a great falling off in the number of the people, even among those tribes which are bitterly hostile, and which murder at sight any stranger who comes among them whether of their own race or any other. Measles, pneumonia and other introduced and contagious diseases have played their part, careful as the Government has always been to prevent such things and as in the case of all disease which find a maiden field for their ravages the percentage of mortality has been terrific. Other things, too, have added to the work of extermination. One tribe, the newly-discovered one, Tabo, in North Andaman, is said to have killed every individual who was attacked by a contagious disease introduced among them by a neighbouring coast tribe, reducing thereby their numbers to the small total of forty-eight souls; possibly though in the end such radical sanitary law may prove their salvation or at least a prolonging of their existence beyond that of their fellows. With disease came also the more terrible check of sterility, and we find by the census that the number of children is abnormally small for the number of adults. Among several of the tribes less than fifty per cent. of the married couples have any children at all, and the remaining fifty per cent. average but one child for each couple. It has been stated that the number of the children may have been under-estimated, but the figures were arrived at only after very careful enquiry and as far as possible after very careful personal investigation. The habits and customs of the people possibly help to keep down large families, and have always done so to a certain extent, but the present percentage spells extinction after three generations.

To those who know these interesting people, the result of the census is really sad news. There are few, if any, of those who have not a feeling of great affection for the aborigines. Their constant cheerfulness, their natural good humour and naivety, the very fact of their being little enemies and staunch friends; the independence with which they will come and work for the hospitality offered them at the "homes," and then after a short time return to their jungle life, have won for them the respect of the European community. Coupled with this is the admiration for the beautiful proportions of their limbs, and the ethnological interest of the race itself. An Andamanese man in the act of shooting with a bow, or indeed, in almost any attitude he may strike, is a picture of muscular strength and perfect symmetry. Their women are not so, according to our ideas; but even they are well and strongly developed, clear limbed and clean skinned, except for the dusky paint with which they render themselves grotesque; still, they are not the only women in the world, who for fashion's sake have done the same. To the residents there the rapid disappearance of these little people is a matter of great regret and the only consolation is that much has been done, and well done, by photography and otherwise to perpetuate a knowledge of their appearance, customs and language before they go hence to be no more seen. Out of the twelve known tribes, the numbers remaining are estimated at a total of 84 men, 777 women, 194 boys, 129 girls, that is, 1,884 souls, 1,257 of whom belong to the fierce Jarawa and Onge tribes, who will have no dealings with the Europeans or friendly aborigines. Only twenty years ago the lowest estimate was 3,000.—*Rangoon Gazette.*

THE LITTLE SISTER OF THE ELEPHANT.

A HINDOO FABLE.

There was once a fakir who, with his little lame goat, went about from place to place, asking for a handful of grain or a night's shelter, according as he had need. Now this goat was but a sorry-looking little creature, with a broken horn and a lame foot, yet he cared for her tenderly. One day, in the course of their wanderings, they came to a dharmala or rest-house where they were to spend the night, and as usual the fakir looked after the comfort of his solitary companion before he laid himself down upon the hard stone floor to sleep. She was left just outside to nibble contentedly the fresh green grass, and to while away, as pleased her best, the long hours till morning. No thought had she of venturing into the dark and dismal jungle close by, but somehow in her search for the grass she was allured farther and farther away from home. Suddenly she realised that she was lost. Alas! she had walked too far that day, into the forest of tiger's precincts and now she knew not which way to turn. Besides her foot was paining her so that she could not take another step. So seeing in the dark forest the huge footprint of an elephant the poor little lame thing crouched down in it and waited trembling for whatever might befall.

She needed not, however, to wait long. The tiger was already strolling about his grounds in search of prey, and it is not to be wondered at that he soon found the fakir's goat.

"Who are you?" he roared most terribly.

"If you please," she answered in an agony of fear and dread, "I am the little sister of the elephant."

Quite taken aback by this reply, her enemy thought it behoved him now to be upon his guard, for though this was generally called the tiger's jungle, he well knew that the elephant and not himself was the actual proprietor of it.

"Madam," said he, a little less arrogantly, "prove your connection with the elephant and I will leave you unharmed. How do I know you are his little sister?"

"Do you not see," she replied, "that I am lying in one of his footprints, awaiting his return? This is proof that I am his little sister."

The tiger may have had his doubts, but he said, "good evening," and went away. Fear be it from him to provoke a quarrel with the huge wild elephant.

That was a never to be forgotten night for the fakir's goat. One after another the wolf, the jackal, the fox and other wild beasts of the forest passed by and plied her with similar questions, but for them all she had ready the same answer. "I am the little sister of the elephant." So the hours wore on until morning, when the great elephant himself discovered her lying in one of his footprints. At sight of him she sprang forward with a glad cry and knelt before him.

"Pray, who are you," he asked her as the others had done.

"Through thy charity," she replied, "I am become as thy little sister. But for this deer foot, before which I kneel, I should have perished in the night."

Then she went on to tell her whole story. The elephant was greatly pleased, and said: "Little sister, crouching in my footprint all night you have been frightened and cold and hungry, come now let me lift you upon my back, where you can nibble the tender leaves from the trees as I walk along, where the sun can shine and the morning breeze can blow

upon you, and where all inhabitants of the jungle can see that I am your protector. From this day go where you please, do what you will, none shall dare molest you, because you belong to me!"—*Bombay Gazette.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Agathe, G. Mehta, Miss S.
Arnold, Miss Mias, A.
Anderson, O. M. McGill, W. E.
Atherton, W. R. McCracken, W. R.
Atherton, R. E. Miller, R. E.
Atherton, R. E. Mearns, H. F.
Atherton, R. E. Money, R.
Atherton, R. E. MacArthur, J.
Atherton, R. E. McLean, A. E.
Atherton, R. E. Miller, O. H.
Atherton, R. E. Maydon, C. W.
Atherton, R. E. Marshall, C. W.
Atherton, R. E. Merchants Despatch & Co.
Atherton, R. E. Mills, S.
Atherton, R. E. Mills, F.
Atherton, R. E. Maipang, W.
Atherton, R. E. Nabholz, P.
Atherton, R. E. Notton, R.
Atherton, R. E. O'Brien, D. F.
Atherton, R. E. O'Brien, F.
Atherton, R. E. Paisia, G.
Atherton, R. E. Piontowski, Dr. T. W.
Atherton, R. E. Plummer, H. B.
Atherton, R. E. Poirault, E.
Atherton, R. E. Page, Miss M.
Atherton, R. E. Pastrano, D. J.
Atherton, R. E. Palmer, W. E.
Atherton, R. E. Painter, Rev. T. W.
Atherton, R. E. Parfitt, J.
Atherton, R. E. Palmer, C. D.
Atherton, R. E. Paoli, S.
Atherton, R. E. Pao, O.
Atherton, R. E. Pong, Prof.
Atherton, R. E. Remond, Mrs. F. M.
Atherton, R. E. Reid, J. C.
Atherton, R. E. Rutherford, Mrs. H. H.
Atherton, R. E. Rowland, A. G.
Atherton, R. E. Rouget, J.
Atherton, R. E. Reid, J. G.
Atherton, R. E. Robb, A. J.
Atherton, R. E. Rosa, E. da.
Atherton, R. E. Ridgway, T.
Atherton, R. E. Rennie, Mrs. F.
Atherton, R. E. Robinson, C. T.
Atherton, R. E. Ramjhan, S. A.
Atherton, R. E. Rouch, C. L.
Atherton, R. E. Rozario, F. M.
Atherton, R. E. Siv, R. T. P.
Atherton, R. E. Spieler, O.
Atherton, R. E. Santos, Dr. F. G.
Atherton, R. E. Spiller, M.
Atherton, R. E. Sastry, N. M.
Atherton, R. E. Sparrow, F. G. P.
Atherton, R. E. Snyder, R.
Atherton, R. E. Seattle Iron Metal Co.
Atherton, R. E. Seattle Hardware Co.
Atherton, R. E. Sig, J. R.
Atherton, R. E. Shaker, A. C.
Atherton, R. E. Shaffer, S.
Atherton, R. E. Sternman, E.
Atherton, R. E. Singh, C.
Atherton, R. E. Sims, W. A.
Atherton, R. E. Smith, C. T.
Atherton, R. E. Tan, H.
Atherton, R. E. Tong Hong.
Atherton, R. E. Thompson, Mrs. A. B.
Atherton, R. E. Takmakoff, P. H. W.
Atherton, R. E. Taylor, C. H.
Atherton, R. E. Thomas, L. G.
Atherton, R. E. Trick, R.
Atherton, R. E. Thomas, Mrs. J.
Atherton, R. E. Ting, Mrs. C. W.
Atherton, R. E. Vance, Mrs. O. W.
Atherton, R. E. Valentine, A.
Atherton, R. E. Varney, Miss L. W.
Atherton, R. E. Vass, Capt.
Atherton, R. E. Woods & Co.
Atherton, R. E. Wren, P. W. E.
Atherton, R. E. Ward, E.
Atherton, R. E. Walker, J. D.
Atherton, R. E. Williamson, J.
Atherton, R. E. Womburg, H. O.
Atherton, R. E. Williams, D.
Atherton, R. E. Walter, J.
Atherton, R. E. Watts, Mrs. F. W.
Atherton, R. E. Wallace, F.
Atherton, R. E. Walter, R.
Atherton, R. E. Warren, C. N.
Atherton, R. E. Westcott, R. B.
Atherton, R. E. Walker, W. B.
Atherton, R. E. Wilcox, G. A.
Atherton, R. E. Willis, A.
Atherton, R. E. Whinnier, T. G.
Atherton, R. E. Weber, D. E.
Atherton, R. E. Weissmann, B.
Atherton, R. E. Wilson, D.
Atherton, R. E. Wilde, Capt. H. S.
Atherton, R. E. Walker, B. T.
Atherton, R. E. Wright, Mrs. W.
Atherton, R. E. Walker, H. W.
Atherton, R. E. Young, Ed.

List of Registered Owners in Poste Restante

Angudhia, M. S. Ludah Singh.
Brandt, P. (9) Mohamed.
Brimble, Capt. A. Mirza Sadig.
Borlido, B. Mahieu, A.
Borlido, B. Merce, Mad.
Borlido, B. McGill, Major H. S.
Borlido, B. (Jensin).
Borlido, B. Mackie, Miss S. F.
Borlido, B. Meurer, A.
Borlido, B. Martin, H. J.
Borlido, B. Maloroff, M.
Borlido, B. N. C. III.
Borlido, B. Noble, James.
Borlido, B. David, J. A. Singapore.
Borlido, B. Petanet, M.
Borlido, B. Preston, B.
Borlido, B. Passantino, Z. (2).
Borlido, B. Patchipelles, H.
Borlido, B. Pekin Railway, Chief Engineer.
Borlido, B. Rosario, T. A.
Borlido, B. Ram Dhor Singh.
Borlido, B. Ryan, A.
Borlido, B. Rafinali.
Borlido, B. Roberts, J. (2).
Borlido, B. Rosset, J.
Borlido, B. Ricco, Mad.
Borlido, B. Sultan Mohamed.
Borlido, B. Sahib Hajee, S. F.
Borlido, B. Simoes, Mrs. S.
Borlido, B. Shane, Capt.
Borlido, B. Souza, Mrs. M. B.
Borlido, B. Staden, J. T.
Borlido, B. Sammel, J. C.
Borlido, B. Stewart, E.
Borlido, B. Steiner, J.
Borlido, B. Tiller, Capt. (7).
Borlido, B. Tinsman, B. L. (New York).
Borlido, B. West, Mrs. M.
Borlido, B. Wazir Singh.
Borlido, B. Waryam Singh.
Borlido, B. Willis, A.
Borlido, B. Wazir Singh, L.P.C.
Borlido, B. Wertheimer, Mrs. B. J.
Borlido, B. Zuniga, M. M.

List of Registered Owners for Merchant Ships

S.S. Anov G. Narinovich.
S.S. Atlas M. Richman.

H.M.S. Bonheur G. Groves.
S.S. Changsha Capt. Moore.
S.S. Chongking W. Undermann.
S.S. Dragoman J. W. Holland.
S.S. Eile Norsach J. J. McCarthy.
S.S. Hailan R. Olsen.
S.S. Hailing A. E. Tilston.
U.S.S. Isla de Luzon A. E. Tilston.
U.S.S. Isla de Luzon C. Reuton.
S.S. Manuel Laguna E. Nielson.
S.S. Mito J. P. Walker.
S.S. Phra C. C. K. Mr. Shepherd.
S.S. President R. B. Munro.
Transport Penarth J. C. Connor.
U.S.S. Relief Chas. McFeely.
S.S. Relief H. Miller.
S.S. Relief J. Schneider.
S.S. Revu O. Brokhof.
S.S. Saint Jerome C. Cantonias.
S.S. Shantung Capt. A. Jones.
S.S. Shantung Smiles.
S.S. Dunston Leop. Piringer.
S.S. Tainan Capt. Anderson.
Ula R. O. Oloos. (2).
Transport Wright S. Croft.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos, Meade.
Beckerheim, Nguyen Thanh.
Bradley, Nijewoo Chiong.
Bruff Comedy, Piman.
Butler Duncan Pigtail, Powlee.
Cheehosiang, Sham.
Chingtai (2 telegrams), Shuchinchong.
Chunghangchang, Takmakoff.
French, Tokakam.
Honjoo, Trienfat.
John Wheeler, Wood.
Kahing, Yebismoto.
Keele, Yuenhopai.
Konghinin, Yuenmow.
Kongyuenheng, 5233-3266, 3964, 2875.
Kongyuenheng, 1311, 2950 (Wingon).
Kongyuenheng, Tai West Point.
Kwongsiung, 5502, 7127 (Manloong).
Lahoyuen, 6436.
Lele Werthman, 3458, 4713, 5002 (Kan).
Lister Kaye, Hok Chau.
Lohengkre, 0903 Yuenhopai.
Matthew, Joseph, Ter, 1,089, 1,459.
peda Depot.

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

DURING my TEMPORARY ABSENCE from the Colony, Mr. ROBERT COOKE will be ACTING CHIEF MANAGER until further notice.

By Order of the Board of Directors,
D. GILLIES,
Chief Manager.
Hongkong, 17th July, 1901. 1760c

For Sale.

FOR SALE.

THE German Steamer

"YUENCHEN,"
4,536 tons gross, 2,855 tons net,
as she now lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board.
For Particulars and Inspecting Order, apply to
MELCHERS & CO.,
Agents,
NORDEUTSCHER LLOYD,
Hongkong, 28th June, 1901. 1699c

FOR SALE, CHEAP.

A COTTAGE PIANO BY BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. 1565c

To be Let.

TO LET.

A HOUSE IN RYON TERRACE.
"FAIRVIEW"—KOWLOON.
"THE RETREAT" MOUNT KELLET.
Apply to
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.
Hongkong, 13th July, 1901. 1209c

TO LET.

THE GOWDOWN IN WEST POINT, (Kennedy town), known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Limited.
For particulars, apply to
LAUTS, WEGENER & CO.,
Hongkong, 11th July, 1901. 1725c

TO LET.

NO. 3, ORMSBY TERRACE—KOWLOON.
Apply to
PUN HUNG, 85, Queen's Road Central.
Hongkong, 17th July, 1901. 1761c

TO LET.

GOWDOWN—No. 54, DUNDRELL STREET.
No. 1, STEWART TERRACE—THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.
Hongkong, 16th July, 1901. 1709c

GRIMAULT'S SYRUP

OR

HYPO-PROSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP (HYPO-PROSPHITE OF LIME)
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is kept in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris. Sold by all Chemists.

GRIMAULT'S SYRUP

OR

HYPO-PROSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP (HYPO-PROSPHITE OF LIME)
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is kept in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris. Sold by all Chemists.

GRIMAULT'S SYRUP

OR

HYPO-PROSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP (HYPO-PROSPHITE OF LIME)
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is kept in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris. Sold by all Chemists.

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates and to settle claims direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 24th July, 1901. 712c

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept 1st Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1901. 710c

Shipping.

STEAMERS.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Stratigyle, about Sept. 15

THE Steamship

"STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SINGAPORE, YOKO HAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
HUTTENFELD & SWIRE,
Agents,
Hongkong, China and Japan.
15th July, 1901. 1750c

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK" Sails from Seattle about the 12th of July; "HINCHING" Sails from Seattle about the 21st of July; "HYSON" Sails from Seattle about the 14th of August; "KAISOW" Sails from Seattle about the 24th of August; "YANGTSE" Sails from Seattle about the 27th of September; and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Agents, Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.
Hongkong, 18th July, 1901. 1683c

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. American ship "MANUEL LLAGUNO," will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 8th July, 1901. 1727c

FOR NEW YORK.

THE 3/3 A. I. American ship "I. F. CHAPMAN" shortly expected here from KOBE will load for the above Port and will have quick despatch.

For Freight apply to
ARNOLD, KARBERG & Co.,
Hongkong, 2nd July, 1901. 1698c

Entimations.

DROZ & Co.,

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rates.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901. 1526c

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 14, HONG KONG ROAD.

IS now in a position, in his New and Complete Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1898. 140c

Entimations.

THE LATEST! THE BEST! THE CHEAPEST!

EMPIRE-ADLER TYPEWRITER,

MANUFACTURED BY THE WORLD RENOWNED ADLER BYCICLE

FACTORY AT FRANKFORT O/M.

SOLE AGENT FOR HONGKONG AND CHINA.

LEOPOLD SPATZ & Co., HONGKONG,

New Victoria Hotel Building.

The Public is requested to take due notice that a much inferior machine has been lately brought into this market under the name "EMPIRE." The Genuine Empire-Adler Typewriter is obtainable only at

LEOPOLD SPATZ & CO.

Hongkong, 9th July, 1901. 1733c

W. H. POTTS & Co.,

3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR

MERCHANTS.

DIRECT IMPORTERS:

ALHAMBRA CIGAR,

"KIRIN" BEER,

HARVEY'S OLD VINTAGES.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHEA, HEMORRHOGE and ULCERATION of the BOWEL.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

10th October, 1898. 121c

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

